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Anecdota Cartographica Septentrionalia. Ediderunt Axel Anthon Björnbo & Carl S. Petersen. Hauniæ Sumptibus Societatis Regiæ Scientiarum Danicæ, MCMVIII. Letter-press with eleven colotype facsimiles.

In this work we have a valuable study of the cartography of north European lands, critically and neatly presented. The author refers to his work as a collection of cartographical sources relating to the north, chronologically arranged, from the fourteenth to the seventeenth century. It includes all as yet unpublished maps of the north that possess certain and independent value as sources, and excludes all others, however interesting and decorative they may be. Especially to be commended is the sense of responsibility which the authors have felt, and have expressed, respecting the reproductions. They have endeavoured to be true to the originals, and they express condemnation of devices often employed for "making up maps," of "artificial means by which maps in reproduction are made more legible, but at the expense of reliability." They admit, however, a violation of their principle in reducing the size of the maps, and in adding a bit of colour to a few of them that the distinction between water and land may be the more pronounced. An important part of the work in editing old maps should consist of readings and interpretations of place names. In this part of the work the authors have done well, adding, in three instances, names taken from other maps partly for the purpose of showing origins. The study is not extended beyond 1700, because from that date material increases greatly in extent, and the maps change in character; exact map-drawing is increasingly prominent. Within the three hundred years these maps are very diversified, different types succeed each other, good maps and bad maps are combined together without critical judgment, but it was within this period that the north came to be well known. Only that section of each map is reproduced which has to do with the north lands.

The eleven reproductions include maps of Martellus, Pilestrina, Anthoniszoon, Jorden, Simon von Salinghen, and a few given as anonymous. In the tables, which appear to have been carefully made, only names found in the northlands are given.

E. L. S.

The Quarterly Journal of the Royal Meteorological Society, April, 1907, contains the presidential address of Mr. Richard Bentley on "Weather in Wartime," delivered before the Royal Meteorological Society, January 16, 1907. Thus far but little attention has been paid to the large and important question of the relation of climate and weather to military operations. The field is an interesting one, and is worthy of cultivation. In "Outlines of Military Geography," by T. M. Maguire (Cambridge, Eng., 1899), there is a chapter on the "Influence of Climate on Military Operations," but beyond that there is little systematic discussion of the subject. In his address Mr. Bentley views a large number of campaigns, sieges and battles, and dwells upon the influence of wind upon weapons and vessels in the early days of war. Many invasions in the days of small craft were frustrated by stormy weather, from the time of Xerxes to the days of the various Spanish armadas which sailed in succession to the shores of Great Britain. Now, with large vessels, good charts and instruments, storm warnings, and, above all, steam, this disability has passed away, and wind has ceased to be of as much importance as formerly, unless, indeed, hostile operations are transferred to the air itself, when the weather will once more be of supreme importance. Restrictions by seasons are illustrated in the attack on the Boca Chica; on

Buenos Ayres; in the siege of Louisburg; the terrible retreat from Russia, and in the operations on the Gold Coast. Fog has constantly been present during the operations of war, most frequently, perhaps, on land, though the sailors had their share at Barfleur, Cape St. Vincent and before Tsushima. Indeed, on one memorable occasion, the *Centurion*, with Lord Anson on board, sailed through the French fleet undetected. Three great men lost their lives through fog, Sir Philip Sidney at Zutphen, Gustavus Adolphus at Lützen, and the Scot, Marshal Keith, in the Seven-Years' War. The result of the battle of Barnet was due to fog, and Frederick the Great was misled by it at the battle of Lowositz. The part played by rain, too, is an important one in history, from the loss of Varus's legions in Westphalia down to the destruction of the Duke of Tarentum's army in Silesia. The siege of Vienna by Solymán failed through rain. Napoleon was defeated at Caldiero from the same cause, and the operations of General Lee in 1863 during the Civil War were hampered by it. Reference is also made to the passages of the Alps in snow from Hannibal's time to that of Napoleon; to the march of the Sikhs to relieve Chitral, and to the snowstorms at the battles of Hohenlinden and Eylau, and during the French retreat from Russia. Ice has been favourable to military operations. It was employed for the defence of the Balkans, and in 1800 in the Tonale Pass on the Italian frontier the Austrians made use of it in cubes to build forts, which turned out to be impregnable. Charles the Tenth crossed from Sweden on the frozen Baltic to invade Denmark, and General Pichegru overran Holland in 1795 when its rivers and canals were frozen, and even captured some vessels by sending his cavalry to sea, when their horses feet were made rough, over the ice. Illustrations of campaigning under great heat are given from the time of the great Captain Gonsalvo de Cordova to that of Sir Charles Napier in Sind, and Lord Strathnairn in India, and to the recent battle of Yohereh in 1904. The destruction of Cambyses in a simoom (?) and of the Emperor Julian in his Persian campaign are alluded to. Several engagements have taken place in the height of gales, such as Admiral Hake's victory at Quiberon and Admiral Rodney's off the Spanish coast. Other interventions of weather are noticed, such as the mirages which haunted the exhausted French troops in the desert, and the temporary lowering of the waters of the Baltic and of the Sea of Azof in special winds, which permitted the fortress of Stralsund and the celebrated lines of Perekop to be captured.

R. DEC. W.

The Building of an Island, being a Sketch of the Geological Structure of the Danish West Indian Island of St. Croix, or Santa Cruz. By John T. Quin, F.R.G.S. The Author, Christiansted, St. Croix. 1907. 4to.

The twelfth or concluding chapter of the work under consideration begins as follows:

While it seems desirable, in entering on the study of the geological formations of our island, to begin with the younger set of rocks and trace the story backwards, it may be instructive, in summarizing the results of our observations, to take the opposite course, and, as far as possible, note leading events and conditions in their natural sequence.

As a preliminary, we must remember that the crystalline structure prevalent in our older formation has been induced in the strata since the materials of which they are composed were deposited, and similarly that the dikes of igneous rock which we find cutting them through have been intruded so that in the first instance we have to confine our thoughts simply to their deposition.

While thanking the author for the valuable suggestion that the components of a rock were on hand when and where that rock was formed, we, and prob-